

# **CIVILWORKS NEW ENGLAND**

71 7<sup>th</sup> STREET – P.O. BOX 161, TURNERS FALLS, MA 01376  
181 WATSON ROAD - P.O. BOX 1166, DOVER, NH 03821

April 13, 2023

Mr. Lawrence Murphy, Chair  
Town of Newbury Planning Board  
P.O. Box 378  
Weston, MA 02493

Re: The Governor's Academy - Proposed Pedestrian Walkway  
CNE Reference No. 22034

Dear Chairman Murphy and Members of the Board:

On behalf of The Governor's Academy (TGA), Civilworks New England (CNE) hereby submits the following responses to comments received from Joseph Serwatka dated April 3, 2023, and received on April 5<sup>th</sup>, relating to the walkway/pathway project proposed by The Governor's Academy off of Middle Road.

Mr. Serwatka's comments are provided below along with our responses in *italics*. *The Governor's Academy Pedestrian Walkway plan set prepared by CNE that has been revised on April 12, 2023 to include the updated information, is being resubmitted with this letter.*

## Sheet C-1, Site Plan Comments:

1. The plan should identify any existing or proposed curbs in Middle Road and the facilities building driveway.

*Response: Curbing and bituminous concrete "Cape Cod" berms have been clarified on the site plan.*

2. The plan should provide the beginning and ending stations of the proposed boardwalk. The boardwalk should also be labelled at the existing stone spillway.

*Response: Beginning and ending stations of the proposed boardwalk have been added to the site plan. The boardwalk at the existing stone spillway has been labeled.*

3. The plan calls to "align pathway to retain/protect large dia. trees", but there is a 2' proposed grade cut in this area, which will likely rip through the tree roots. The engineer should address these issues.

*Response: The pathway alignment will be field-adjusted to protect tree roots with final route captured on the required as-built plan. Adjustments will be coordinated with the Conservation Agent and Planning Board if desired.*

4. The engineer should address whether soils in the wetland crossing are conducive to the use of Diamond Piers, and the procedure in case shallow ledge is encountered.

## **CIVILWORKS NEW ENGLAND**

71 7<sup>th</sup> STREET – P.O. BOX 161, TURNERS FALLS, MA 01376  
181 WATSON ROAD - P.O. BOX 1166, DOVER, NH 03821

*Response: The DiamondPier vendor has confirmed the soil suitability. If shallow rock is encountered small diameter (6" or 8" maximum) sonotube-type concrete piers with a "head" no larger than the DiamondPier cap) can be utilized if necessary. This will be closely coordinated pre-construction with the contractor and Conservation Agent.*

5. The engineer should address whether vertical curb is proposed adjacent to the sidewalk along the facilities driveway to adequately separate it from vehicular traffic.

*Response: Vertical curb is not proposed in that location. The section of driveway along the new pathway route is edged with bituminous concrete, Cape Cod-type, berm. The walkway is set off the driveway pavement in that location and we do not believe that the traffic volume on the Facilities driveway is sufficient to warrant a full reveal curb being provided.*

6. The engineer should address whether the crosswalk on the facilities driveway connects to a proposed sidewalk associated with the new building under construction.

*Response: The walkway does not connect to a sidewalk associated with the Alford Coastal Research Center (formerly "PRESB") building. A walkway from the north end of the crosswalk to the ACRC access walkway was not deemed to be necessary by TGA in that traffic volume is very low and intermittent in that location. The ACRC is primarily accessed by foot traffic with only accessible vehicles access, occasional delivery vehicles and intermittent facilities vehicles using the driveway. Shuttle vans will be used in inclement weather.*

7. The proposed board will be as much as 30" above the surrounding grade, but only a 6" edging is proposed on either side. The board may want to require (if allowable) an ADA railing to help prevent injuries that might otherwise occur.

*Response: The 30" boardwalk height is a maximum in that the height is as low as 15" in other locations. At the proposed "deck" heights, railings are not required by building codes. It is the preference of TGA and the Conservation Commission (NCC) that railings not be provided for natural aesthetic reasons.*

8. The board may want the applicant to address what security measures are proposed (e.g. cameras) other than light bollards, given the secluded nature of the proposed walkway.

*Response: TGA does not believe additional security measures are warranted beyond the pathway lighting; which is consistent with other outdoor areas of the campus.*

9. The plan calls for 2:1 grading, rather than the typical 3:1 slope. The board may want the engineer to address whether 3:1 slopes are possible.

## **CIVILWORKS NEW ENGLAND**

71 7<sup>th</sup> STREET – P.O. BOX 161, TURNERS FALLS, MA 01376  
181 WATSON ROAD - P.O. BOX 1166, DOVER, NH 03821

*Response: 3:1 slopes at the northerly end of the pathway resulted in significant filling in the vicinity of the existing stormwater basin. 2:1 slopes were proposed to reduce the area of disturbance and will be stabilized with turf reinforcement matting. This was acceptable to the NCC and is a condition of the Order of Conditions.*

10. The narrative states that a paved walkway is proposed along Middle Road as the street drainage system can provide necessary mitigation, but a crushed rock path is proposed along the driveway even though a street drainage system is also present. The board may want the engineer to address why a paved sidewalk is not proposed along the driveway.

*Response: The paved walkway was proposed along Middle Road to match the existing walkway on the west side of the road. The project team did not believe a paved walkway was necessary along the Facilities driveway. The desire instead was to provide a pervious surface to minimize runoff.*

11. The board may want the engineer to address whether the proposed lighting will operate “dusk to dawn”.

*Response: TGA anticipates that the lighting will be on “dusk to dawn”.*

### **Sheet C-2, Plan and Profile Comments:**

1. The plan shows a 2-3’ fill with a 2:1 slope and 6’ drop just off the driveway. The board may want the engineer/building inspector to address whether a guardrail or railing is needed for bicycle and wheelchair safety.

*Response: The fill along the driveway is minimal (less than 1’). The larger filling occurs when the pathway turns to run perpendicular to the driveway towards the stormwater spillway. There is an 18” wide level shoulder area along both sides of the stone pathway providing an effective width of 8’. Based on this, we do not believe that guardrails are warranted.*

2. The engineer should address whether ledge removal is anticipated between stations 1+50 and 2+50, and how it would be accomplished.

*Response: Ledge probes were not performed along the pathway. Large boulders and ledge outcrops are certainly present in the area. If ledge is encountered and cannot be readily removed, the pathway alignment will be field-adjusted to avoid such ledge areas. The final route will be shown on the as-built plan. Adjustments will be coordinated with the Conservation Agent and the Planning Board if necessary.*

3. As mentioned previously, stations should be provided for the start and end of the boardwalk sections.

*Response: Beginning and ending stations have been added to the site plan.*

# **CIVILWORKS NEW ENGLAND**

71 7<sup>th</sup> STREET – P.O. BOX 161, TURNERS FALLS, MA 01376  
181 WATSON ROAD - P.O. BOX 1166, DOVER, NH 03821

4. The board may want the engineer/applicant to address snow and ice removal, and how a slip free surface will be maintained on the crushed rock and boardwalk.

*Response: The fiberglass grating has 62 percent open area and a non-slip surface. The grating vendor has assured that all-season functionality should be provided. The highly permeable crushed rock material was selected to recharge water so that ice accumulation should not be an issue. That said, TGA Facilities staff will clear the walkway with shovels and mechanical “snow brooms” to ensure that snow and ice does not accumulate. This also has been discussed with the NCC.*

## **Sheet C-3, Wetland Replication Plan Comments:**

1. Erosion control should be shown along the Middle Road side of the proposed work.

*Response: Erosion control was not required in that location by NCC. However, it has been added to the site plan as recommended.*

2. Note 4 requires all equipment/excavator to remain on the Middle Road upland area and reach over to create the replication area. The board may want to make this a condition of approval.

*Response: This has been addressed and conditioned by the NCC in its Order of Conditions for the project.*

## **Sheet C-4, Erosion & Sediment Control Plan Comments:**

1. There appears to be an error as the [plan] covers only the wetland replication area, but should depict erosion and sediment control for the entire work area. The engineer should address this.

*Response: Erosion and sediment control (ESC) measures were provided at all proposed earthwork areas in the vicinity of wetland resources areas and is now shown along Middle Road area as well. The ESC measures were acceptable to the NCC and are addressed in the OOC for the project.*

2. The “Description” in the upper left does not match what is depicted on the plan.

*Response: The description on the Erosion & Sediment Control Plan, and those notes and details, apply to the entire project, including but not limited to the wetland replication area.*

## **Sheet C-5, Detail Sheet 1 Comments:**

1. The bituminous sidewalk detail should provide specifications for the bituminous concrete material.

*Response: Material specifications, that is MassDOT standard, have been added to the plan.*

## **CIVILWORKS NEW ENGLAND**

71 7<sup>th</sup> STREET – P.O. BOX 161, TURNERS FALLS, MA 01376  
181 WATSON ROAD - P.O. BOX 1166, DOVER, NH 03821

2. A light base detail is provided, but the plans did not appear to label any lightpoles. The engineer should address this.

*Response: The light pole base provided is for use with the bollard lights (detailed above the base) where not located on the boardwalk. A total of sixteen bollard lights were depicted on the site plans and the updated plans show two additional lights. Note that the bollard light has also been changed and a Razar LED Bollard Light by U.S. Architectural Lighting is now proposed and depicted on the plan in the details.*

3. The Typical Boardwalk Section calls for 30"x12" panels, but the Ecograte detail calls for 4'x12' finished panel size. The engineer should address the dimensions.

*Response: The 30"x12" panel size was not accurate. This has been corrected/clarified. That said, other panel sections such as 5' x 10' are available from the manufacturer that can be adapted to the 5' x 12' boardwalk sections proposed. This will be coordinated with the grating manufacturer/vendor.*

4. The "typical pathway section" shows 3" of ¼" compacted crushed rock. This would be considered a "light duty" walkway section by ADA standards. The section should be bumped up to 6" total with a crushed rock base course if heavy foot traffic is anticipated. The other option is to use a proprietary material like "Gravelpave", which is ADA compliant.

*Response: The "light duty" walkway section is also suitable if the subgrade is firm; that is not "soft or muddy". Heavy foot traffic is not anticipated. However, as a compromise the crushed rock course has been increased to 4" on the plan.*

Thank you for your continued attention to this matter. Please contact our office if any additional information is desired or required in advance of the public hearing on April 19, 2023.

Very truly yours,

**CIVILWORKS NEW ENGLAND**



Mark E. Beaudry, P.E.  
Senior Project Manager

Copy: Tom Woodruff and Wendy Reed, The Governor's Academy